



The majority of the British contingent is grouped in this corner of the Salon. In the foreground are the Hawker Hurricane eight-gun fighter and the Bristol Blenheim bomber which are getting their due share of attention. In the lower picture is the Galtier 30 fighter developed by the Arsenal at Villacoublay.

having previously had works located in several districts.

Included in the Centre group are Hanriot and the old Farman works from which the brothers Henry, Maurice and Dick have retired; the managing director is M. Chalandre. The Midi group is composed of the Société Aéronautique Française and the managing director is M. Dewoitine. The Nord group has factories by several old constructors, chiefly Henry Potez, S.E.C.M., Mureaux, and Bréguet; the managing director is M. Henry Potez.

The group de l'Ouest is under the managing directorship of M. Marius Olive and includes old firms like Bréguet and Loire-Nieuport. Sud-Est is a large group and includes such well-known old firms as Lioré et Olivier, Potez, C.A.M.S., Romano, and S.P.C.A.; the managing director is M. Arène.

A Solid Bloch

Marcel Bloch is the dominating influence in the group du Sud-Ouest, and is managing director of the group. Associated with him are the Bréguet, Bleriot, and Lioré et Olivier works.

Although the engine firms such as Gnome-Rhone and Hispano-Suiza have escaped nationalisation, the French Government holds large numbers of shares. The old Lorraine firm has been nationalised under the title Société Nationale de Construction de Moteurs.

Of the foreign exhibitors, Great Britain makes the most convincing show with one long-nosed Blenheim, one Spitfire and two Hurricanes. All these machines are extremely businesslike and make one rather regret that more British firms are not represented. At least one other *could* have been at the show if the Air Ministry had not decided to show a Hurricane in addition to that exhibited by the